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The Program Coordinator shall monitor oversight conducted during these projects throughout the program and ensure that an overall level of approximately ten percent is maintained.

VESSEL RECORD AUDITS. The Program Coordinator will review requests for Vessel Record Audits submitted by OCMIs. When a vessel record audit is deemed appropriate, the Program Coordinator will contact the ABS Survey Manager and arrange a mutually convenient date for the audit. In the process of arranging the audit, the ABS Survey Manager shall be advised about the specific nonconformity which triggered the audit request, the documentation which the Coast Guard intends to audit, and any other information which may aid in developing an effective audit agenda. The Program Coordinator shall also inform Commandant (G-MVI) concerning these items. The Program Coordinator will report the outcome of the audit, including the corrective actions to be implemented by the ABS, to the OCMI who made the original request and to Commandant (G-MVI).

ABS PROCESS AUDITS

Under the terms and conditions of the CG/ABS/ACP, the ABS will invite the Coast Guard to attend both internal and external audits which deal with the processes and procedures developed to carry out the CG/ABS/ACP. The Program Coordinator will be the primary Coast Guard representative for these audits. The Program Coordinator will be in an observer status; the scope of the audit and the specific processes under review will be determined by the ABS.

CORRECTION TRACKING

The Program Coordinator will review all related reports submitted as part of the CG/ABS/ACP and identify the ABS corrective actions initiated during Coast Guard program oversight. The Program Coordinator will monitor all corrective actions taken by the ABS in response to input received from any CG/ABS/ACP oversight activity and ensure that any process failure(s) identified are adequately addressed. A summary of this information will be forwarded to Commandant (G-MVI).

EXTERNAL ACTIVITIES AFFECTING THE ACP

The Program Coordinator will also advise the ABS of Coast Guard regulatory initiatives, policy changes and/or administrative matters which could affect the ACP. The Program Coordinator

shall periodically review the ABS' ACP process instructions, directives, US Supplement and other relevant material to ensure that they are not in conflict with Coast Guard regulations, policies and/or administrative procedures.

REPORTING REQUIREMENTS

The Program Coordinator will provide Commandant with such reports on the status of the CG/ABS/ACP as may be established.

IV. DUTIES AND RESPONSIBILITIES OF COMMANDANT (G-MVI)

OVERSIGHT ACTIVITIES

VESSEL RECORD AUDITS. Commandant (G-MVI) may provide auditors to assist the Program Coordinator in conducting Vessel Record Audits. Cases having program wide implications will be promulgated to the field by Commandant (G-MVI) by appropriate means.

ABS PROCESS AUDITS. Commandant (G-MVI) will designate personnel to act as alternates to the Program Coordinator for Coast Guard participation in the ABS Process Audits.

TRAINING. Commandant (G-MVI) will ensure that personnel are adequately trained in auditing techniques and the ABS processes in order to properly conduct Vessel Record Audits, and to participate in the ABS Process Audits.

REPORTING REQUIREMENTS

Commandant (G-MVI) will establish such reporting requirements as may be necessary to ensure sufficient information about the CG/ABS/ACP is available for the Commandant and the Chief, Office of Marine Safety, Security and Environmental Protection.

V. OVERSIGHT ACTIVITIES RELATED TO PLAN REVIEW

ROUTINE OVERSIGHT ACTIVITIES

GENERAL. Under the terms and conditions of the CG/ABS/ACP, the ABS has been delegated certain functions concerning plan review and approval. Enclosure (1) to reference (a) describes the plan review and approval process. In support of the oversight process, the ABS will, via the Program Coordinator, provide the Commanding Officer, Marine Safety Center (MSC) with: a monthly list of plans for which review has been completed as part of the CG/ABS/ACP; copies of all Corrective Action Reports (CARs) which

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it has generated from its own internal audits of its plan review activities related to the CG/ABS/ACP; and, information regarding upcoming new construction or major modification plan review activity for participating vessels.

The Commanding Officer, MSC shall carry out the following oversight activities to ensure that the plans submitted under the CG/ABS/ACP are reviewed to a level of quality not less than that given to plans reviewed under the Coast Guard's traditional regime:

ROUTINE PLAN REVIEW OVERSIGHT. The Commanding Officer, MSC will examine approximately two percent of the plans reviewed by the ABS under this program. The examination will be to the extent necessary to determine that nonconformities with applicable standards are being detected by the CG/ABS/ACP process, and that plans marked approved are in compliance with applicable standards, including the U.S. Supplement. As a general guideline, plan selection should be sufficiently diverse to ensure that a representative sample of various vessel systems is periodically reviewed. Plan selection should also take into account the system's criticality to vessel safety and environmental protection, any novel or unique design characteristics, and the value that such plans would have to enhance personnel training.

Upon discovery of plan review nonconformities which may indicate a process failure, the Commanding Officer, MSC shall communicate same to the ABS Engineering Manager. The communication should specifically describe the nature of the nonconformity, the suspected process failure, and recommendations for corrective action.

The Commanding Officer, MSC shall submit a quarterly report to Commandant (G-MVI) which indicates the number and types of plans reviewed, the nature of nonconformities discovered, recommendations for corrective actions which have been made to the ABS and the status of those recommendations.

ABS PROCESS AUDITS. The Commanding Officer, MSC will be invited to attend any ABS Quality System activities involving plan review functions on vessels enrolled in the CG/ABS/ACP. The Vice President of Engineering of ABS Americas will advise the Commanding Officer, MSC of all upcoming plan review monitoring and audit activities.

NON ROUTINE OVERSIGHT

NON ROUTINE PLAN REVIEW OVERSIGHT. The Commanding Officer, MSC may determine, based upon documented nonconformities discovered during routine plan review oversight, or through documented

nonconformities reported by OCMIs, that a potential process or training non-conformity exists. When deemed necessary, the Commanding Officer, MSC may arrange an oversight visit with the ABS Engineering manager. The ABS Engineering Manager shall be informed of the specific nonconformities which have been detected, and any other information which may aid in developing an effective agenda for the oversight visit.

After completing the plan review oversight visit, the Commanding Officer, MSC shall report the results of the visit to Commandant (G-MVI). The report should describe the nonconformity which triggered the visit, provide the date and location of the visit, and identify the specific tasks which were evaluated. The report should indicate whether the cause of the non-conformity was identified, and all corrective actions which have been recommended to the Vice President of Engineering.

U.S. Department
of Transportation

United States
Coast Guard

Commandant
U. S. Coast Guard

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COMDTINST 16711.18

JUNE 5, 1995

COMMANDANT INSTRUCTION 16711.18

Subj: PROCEDURES FOR ISSUING CERTIFICATES OF INSPECTION TO
VESSELS ENROLLED IN THE U.S. COAST GUARD'S ABS BASED
ALTERNATE COMPLIANCE PROGRAM

- Ref: (a) NVIC 2-95, U.S. Coast Guard's ABS Based Alternate
Compliance Program
(b) Memorandum of Understanding Between the United States
Coast Guard and the American Bureau of Shipping
Concerning Delegation of Vessel Inspections and
Examinations, and Tonnage Measurement, and Acceptance
of Plan Review and Approval, dated January 12, 1995
(c) COMDTINST 16711.17, Oversight of the U.S. Coast Guard's
Alternate Compliance Program
(d) U.S. Supplement to ABS Rules for Steel Vessels

1. **PURPOSE.** This instruction establishes procedures for issuing
Certificates of Inspection (COIs) to vessels enrolled in the
U.S. Coast Guard's ABS Based Alternate Compliance Program
(CG/ABS/ACP).
2. **ACTION.** Area and District Commanders, Commanders of Mainte-
nance and Logistics Commands, Commanding Officers of
Headquarters Units, Commander Coast Guard Activities Europe
shall ensure compliance with the provisions of this
Instruction.

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NON-STANDARD DISTRIBUTION: (See page 5.)

ENCLOSURE(4)

3. **BACKGROUND.** Under the authority of Title 46, United States Code Section 3316, the Commandant has delegated certain plan review, new construction, and periodic inspection tasks to the American Bureau of Shipping (ABS). The increased delegation of certain tasks to the ABS is one aspect of the Coast Guard Regulatory Reform (CGRR) Initiative. The CGRR Initiative is intended to enhance the competitive position of the United States' maritime industry through, among other things, the elimination of unnecessarily duplicative regulations and increased acceptance of equivalent standards. In addition, the CGRR Initiative will enable the Coast Guard to more efficiently allocate its resources towards those vessels which pose the greatest risk to our ports and marine environment. The CG/ABS/ACP discussed in reference (a) is one method by which these goals can be achieved.

4. **DISCUSSION.**

- a. The key to the CG/ABS/ACP is the Commandant's determination that the ABS Rules for Building and Classing Steel Vessels, applicable international maritime safety and pollution prevention treaty regulations, and the ABS' specially developed supplement, reference (d), provide an equivalent level of safety to the requirements of the United States Code (USC) and Code of Federal Regulations (CFR). The surveys, tests, inspections and examinations (hereinafter activities) carried out by the ABS to verify that the vessel is in compliance with applicable ABS Rules, international regulations and reference (d), when performed in accordance with the procedures approved by the Commandant, are accepted as satisfactory evidence of compliance with certain inspections and examinations required by applicable laws and regulations.
- b. Although the CG/ABS/ACP provides participating vessel owners and operators with an alternative method of establishing compliance, the Coast Guard has not delegated its authority and responsibility to verify that vessels of the U.S. are designed, built, equipped, maintained and operated in accordance with all applicable international and domestic requirements. To effectively maintain this authority and responsibility, only the Coast Guard may issue COIs. A COI will be issued to a participating vessel only when the cognizant Officer-in-Charge, Marine Inspection (OCMI) is in receipt of a properly completed and timely submitted application for inspection, and is satisfied that the vessel is in

substantial compliance with applicable U.S. laws, implementing regulations, policy determinations, and is fit for its intended route and service.

5. PROCESS AND PROCEDURES FOR ISSUING COIs.

- a. The duties, responsibilities and performance expectations for the ABS and the Coast Guard are spelled out in general terms in reference (b). It is essential that close communication between all levels of the respective organizations be established and maintained to ensure the success of the CG/ABS/ACP.
- b. Enclosure (1) to this Instruction provides detailed policy guidance for issuing COIs to vessels participating in the CG/ABS/ACP. In brief, the cognizant OCMI (i.e., the OCMI to whom an application for inspection on a participating vessel has been submitted) will conduct an administrative review of the reports of activities performed by the ABS, then follow-up this review with a vessel boarding. These actions are to be documented on the CG/ABS/ACP Record of Inspection form, provided as enclosure (2).
- c. The purpose of the administrative review is to, by reviewing reports and other evidence, determine if vessel equipment, components, and systems were examined at appropriate intervals in accordance with proper procedures. The purpose of the vessel boarding is to carry out those activities which the Commandant has not delegated to the ABS under the CG/ABS/ACP, such as witnessing drills and assessing the crew's proficiency in handling likely shipboard emergencies. Various equipment, components and systems will be observed in operation during the drills, from which conclusions can be made as to whether or not the ABS' reports of activities accurately reflect the condition of the vessel.
- d. The Coast Guard remains the final authority for the issuance or revocation of COIs.

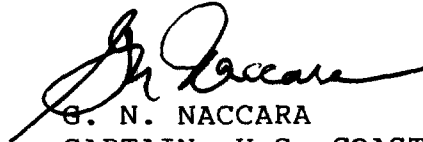
6. OVERSIGHT.

- a. The Coast Guard has developed a comprehensive oversight scheme to ensure that the ABS is performing its duties and responsibilities in accordance with the terms and conditions of the CG/ABS/ACP, and that the vessels participating in this program do not experience any degradation in the level of safety demonstrated by comparable non-participating vessels. The Coast Guard

oversight of the CG/ABS/ACP is described in reference (c). Although oversight involves activities which are separate and distinct from certification procedures, many of them are linked to activities which are described in this Instruction. Persons tasked with carrying out CG/ABS/ACP inspection and certification functions must become familiar with the program oversight scheme.

- b. In addition to the specifically designated oversight activities listed in reference (c), Coast Guard inspectors will also assess both the condition of participating vessels and the overall functioning of the program through other activities. Timely ABS activity performance, accurate documentation, and the absence of material deficiencies on the vessel is an indication that the overall operation of the CG/ABS/ACP is satisfactory. Conversely, inadequate activity documentation, evidence of missed surveys, or the presence of material deficiencies may be an indication of some process failure in the program.

- 7. IMPLEMENTATION. Headquarters Division Chiefs, District Commanders, Commanding Officer, Marine Safety Center and OCMIs shall become familiar with the contents of this Instruction and carry out their respective duties and responsibilities as set forth herein.



G. N. NACCARA
CAPTAIN, U.S. COAST GUARD
ACTING CHIEF, OFFICE OF MARINE SAFETY,
SECURITY & ENVIRONMENTAL PROTECTION

Encl: (1) Procedures for issuing Certificates of Inspection to vessels enrolled in the U.S. Coast Guard's ABS Based Alternate Compliance Program

(2) CG/ABS/ACP Record of Inspection form

Non-Standard Distribution:

B:c MLCPAC, MLCLANT (6 extra).

C:e New Orleans (90), Baltimore (45); San Francisco Bay (40); Philadelphia, Port Arthur, Honolulu, Puget Sound (35); Miami, Mobile, Long Beach, Morgan City (25); Hampton Roads, Jacksonville, Portland OR (20); Boston, Portland ME, Charleston, Galveston, Anchorage (15); Cleveland (12); Louisville, Memphis, Paducah, Pittsburgh, St. Louis, Savannah, San Juan, Tampa, Buffalo, Chicago, Detroit, Duluth, Milwaukee, San Diego, Juneau, Valdez (10); Guam, Providence, Huntington, Wilmington, Corpus Christi, Toledo (5).

C:m New York (70); Houston (25); St. Ignace (5); Sturgeon Bay (4).

D:1 CG Liaison Officer MILSEALIFTCOMD (Code M-4E4), CG Liaison Officer RSPA (DHM-22), CG Liaison Officer JUSMAGPHIL, CG Liaison Officer MARAD (MAR-720.1) (1).

**PROCEDURES FOR ISSUING CERTIFICATES OF INSPECTION TO VESSELS
ENROLLED IN THE U.S. COAST GUARD'S ABS BASED ALTERNATE COMPLIANCE
PROGRAM**

I. DEFINITIONS:

COGNIZANT OCMI. A cognizant OCMI is the OCMI to whom an application for inspection for certification is made by a participating vessel. The application may be for an initial inspection on new construction, a conversion or reflagging, or it may be an application for the renewal of a COI on a vessel already in service. An OCMI remains the cognizant OCMI for that vessel during the term of the vessel's COI. The cognizant OCMI is the primary point of contact for the ABS, the participating vessel's owner and operator, and other OCMI's on matters concerning certification, outstanding requirements, and appeals.

LOCAL OCMI. The local OCMI is any OCMI who has jurisdiction over a participating vessel by virtue of its involvement in a reportable marine casualty which occurs or is discovered in that OCMI's zone, or is the OCMI to whom a request for a special purpose inspection is made.

ACP OFFICER. The ACP officer is the person tasked with the routine coordination and administration of this program at the field unit level. Routine coordination and administration includes maintaining contact with the local ABS Surveyor-in-charge, ABS field surveyors, participating vessel owners, operators and their designated representatives, and other relevant parties in order to verify that delegated activities are being performed at the intervals and in the manner prescribed by the terms of this program.

Persons designated as ACP officers should have the qualifications and level of experience necessary to accurately review the reports of activities submitted by the ABS and be able to determine whether or not the participating vessel is in substantial compliance with applicable laws and regulations. To effectively carry out this responsibility it is expected that the ACP officer will be familiar with the ABS Rules, reference (d), and the international regulations applicable to the participating vessel, and will have had actual inspection experience on that type of vessel. ACP officers should also be well versed in the CG/ABS/ACP oversight program described in reference (c).

PARTICIPATING VESSEL. A vessel which has been enrolled by the ABS in the CG/ABS/ACP, and complies (or is in the process of being brought into compliance) with current ABS Rules for Building and Classing Steel Vessels, the U.S. Supplement, and applicable international maritime safety and pollution prevention treaty regulations.

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PROGRAM COORDINATOR. The U.S. Coast Guard's Liaison Officer to the American Bureau of Shipping is designated as the Program Coordinator for the CG/ABS/ACP. The Program Coordinator is tasked with coordinating the activities of cognizant OCMIs, arranging oversight activities, and ensuring smooth administration of the CG/ABS/ACP.

II. DUTIES AND RESPONSIBILITIES OF THE COGNIZANT OCMI:

INSPECTIONS FOR CERTIFICATION

GENERAL. Under the terms and conditions of the CG/ABS/ACP, the cognizant OCMI is responsible for issuing COIs to participating vessels. The certification process involves verifying that the participating vessel is in compliance with applicable design, construction, equipment, operational, and maintenance requirements. Verification is accomplished through an administrative review of the ABS' reports and other evidence to determine if the vessel's equipment, components and systems have been examined in accordance with approved procedures at appropriate intervals.

Verification is also accomplished during vessel certification boardings. These boardings are to be conducted in a manner and scope comparable to a foreign vessel examination on a similar vessel. During certification boardings, Coast Guard marine safety personnel will observe the vessel's equipment, components and systems in operation, and perform those functions which have not been delegated to the ABS. Functions retained by the Coast Guard focus on "human factors," i.e., the proficiency of the vessel's crew to deal with likely shipboard emergencies, and the ability of the vessel's owners and operators to maintain the vessel properly. A determination of the vessel's fitness for route and service should be based upon the overall impression of the vessel's condition.

Absent evidence that equipment, components or systems have not been examined in accordance with approved procedures or within appropriate intervals, or without observing any readily detectable conditions which pose a direct and immediate threat to the vessel's crew, the safety of navigation, or the marine environment, it is neither intended nor desired that the cognizant OCMI duplicate any activities which have previously been performed in a satisfactory manner by the ABS.

The desirability and importance of frequent communication among all involved parties can not be overstated. Frequent, timely

communication can shortstop small problems before they reach crisis proportions. To facilitate the communication process and aid in effectively carrying out this program, cognizant OCMIs shall designate a qualified individual as the unit's ACP Officer.

APPLICATIONS FOR INSPECTION. Under the terms of this program, the ABS determines eligibility for enrollment and informs the Coast Guard as soon as an applicant is enrolled in the program. The ABS' Survey Manager will notify the USCG ABS Liaison Officer upon the enrollment of a vessel. Owners, operators or designated representatives of participating vessels must make application for inspection to an OCMI (that OCMI then becomes the vessel's cognizant OCMI). The OCMI will confirm that the application indicates that the vessel intends to participate in the CG/ABS/ACP. For initial inspections, the application must be made at the time the building contract is signed, or as soon thereafter as practicable.

Upon receiving an application for inspection and confirming that the vessel has been enrolled by the ABS, the cognizant OCMI shall open an inspection case in MSIS.

Initial Inspections for Certification

An initial inspection for certification is that inspection which results in the issuance of a vessel's first U.S. Coast Guard certificate of inspection. The initial inspection may be a consequence of new construction, reflagging or reactivation of a vessel which previously surrendered (voluntarily or involuntarily) its Coast Guard COI.

ADMINISTRATIVE REVIEW OF PROGRAM ACTIVITIES. As established in the CG/ABS/ACP, the activities performed by the ABS may be accepted as satisfactory evidence of compliance with certain inspections and examinations required by applicable laws and regulations. The ABS has developed certain forms, reports and Checksheets which document the status of its various activities. These include the Survey Procedures for Surveys on Behalf of the U.S. Coast Guard and the associated Process Instruction Checksheets on U.S. Coast Guard Supplementary Requirements to Class Requirements (Checksheets). The Commandant has determined that these forms, reports and Checksheets (hereinafter documentation) establish prima facie evidence of the actual occurrence of the activity which they report.

Examples of accepted documentation are Vessel Survey Status Reports and reports pertaining to Outstanding Requirements for Class (OSRs) or statutory deficiencies. Vessel Survey Status Reports are similar to an MSIS Marine Inspection Pre-Inspection

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Package (MIPIP); they provide the vessel's particulars, identify outstanding requirements, and indicate the survey due dates for the vessel's equipment, components and systems. Reports pertaining to OSRs or statutory deficiencies are analogous to a Marine Inspection Narrative Supplement (MINS); they are narrative reports prepared by the attending surveyor which describe in detail the condition of the item surveyed, and any corrective actions required.

Under the terms and conditions of the CG/ABS/ACP, the ABS is obliged to provide the Coast Guard with access to any and all documentation it has issued incident to performing CG/ABS/ACP activities. Vessel Survey Status Reports may be obtained from the local ABS Surveyor-in-charge. Other reports may be obtained from the Survey Manager at ABS Americas.

Initial inspections for certification involve an infinite number of variables which dictate the degree of information which the cognizant OCMIs needs to verify that the vessel is being constructed in accordance with the terms and conditions of the CG/ABS/ACP. Factors such as the type of vessel under construction, the Coast Guard's prior experience with the builder, the vessel's owner and operator, and the OCMIs own "comfort level" with the various parties involved in the project all must be taken into account when determining the amount of information desired during the construction process.

In general, cognizant OCMIs should be able to rapidly determine:

- the status of applicable plan review and equipment approval;
- the status of procedures which require qualification to established standards (i.e., weld procedures and welder qualifications, NDT test procedures and technician qualifications, etc.);
- the approval status of applicable material or equipment;
- the number and identities of the ABS surveyors on the job site at any given time;
- the particular equipment, components or systems scheduled for survey, test, inspection or examination at any given time;
- which equipment, components or systems have successfully passed final ABS inspection and test;

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- if the project is on schedule with regard to delivery date;
- the status of items under appeal by the vessel's owner; and
- the status of any items which may be left outstanding when the initial COI is issued.

Cognizant OCMIs shall decide the most effective means of determining and referencing this information based upon their experience, judgment and the particular circumstances of the project.

In general, it can be expected that longer, more complex projects will require documentation review more frequently and for more items than less complex or shorter projects.

At the minimum, include documentation related to the ABS' acceptance of critical vessel systems such as lifesaving, firefighting/fire detection/ structural fire protection, cargo transfer, pollution prevention, steering and propulsion, and hull structure.

Conduct a final administrative review of the ABS' documentation after the ABS has completed all of the tasks for which it has responsibility, or as reasonably close to that point as is practicable for all parties involved. When the administrative review indicates an apparent noncompliance with applicable standards, the cognizant OCMi should confer with the local ABS Surveyor-in-charge to resolve the matter prior to proceeding with the boarding phase.

BOARDING THE VESSEL. The purpose of the certification boarding is to carry out those activities which the Coast Guard has not authorized the ABS to perform under the terms and conditions of this program. Upon finding that the documentation reveals that all appropriate activities have been performed, schedule a certification boarding with the vessel's owner, operator or representative. Inform the ABS Surveyor-in-charge of the boarding date, time and location.

The focus of the certification boarding is on human factors and vessel systems. Conduct drills to assess the crew's proficiency in handling likely shipboard emergencies such as fires, ship abandonment, failures of critical safety systems, and pollution incidents. During the course of the drills, verify by visual observation of the vessel's equipment, components and systems, that the ABS' documentation accurately reflects the condition of the vessel, and that no unsafe conditions exist.

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Deficiencies discovered in the course of the boarding shall be handled as described in the following section, "Administrative Actions Affecting Certification."

Examine licenses and documents to verify the vessel is crewed in accordance with the terms to be established by its COI.

Confirm the validity and accuracy of the international convention certificates which have been issued by the ABS. Confirm the validity of other required documents not issued by the ABS.

RECORD KEEPING REQUIREMENTS. As required by 46 CFR 2.95-5, the cognizant OCMi shall retain a copy of all certificates or documents issued by the ABS which are prima facie evidence of compliance with requirements administered by the Coast Guard. At minimum, these include all international certificates and classification certificates issued to the participating vessel. Cognizant OCMIs should be able to accurately reference the documentation upon which they have based their administrative review, and have a means to readily access such documentation if necessary.

OCMIs shall document CG/ABS/ACP inspections on the form provided as enclosure (2). These may be reproduced locally. Information on this form should:

- identify the documentation which has been reviewed;
- indicate the date the documentation was received and date it was reviewed;
- identify the individual(s) who conducted the review;
- indicate the results of the review;
- describe the drills which were conducted and comment on the crew's performance;
- describe the condition of the equipment, components and systems which were observed in operation incident to the drills;
- record the status of any outstanding requirements; and,
- cite any other factors which have been deemed relevant to supporting the finding that the vessel is in compliance with the terms and conditions of the CG/ABS/ACP and is fit for its intended route and service.

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NOTE: Consult "Duties and Responsibilities of the Cognizant OCMI," in enclosure (1) to reference (c) for further instructions concerning required comments on the overall functioning of the CG/ABS/ACP.

ISSUING THE COI AND MSIS DATA ENTRY. After completing the crew proficiency drills, license and document check, verifying all appropriate ABS documentation, and confirming the status of any outstanding requirements, the vessel may be issued its COI. A temporary COI may be issued at the scene by the attending Coast Guard marine safety personnel. An MSIS computer generated COI is to be issued under the signature of the cognizant OCMI following final administrative case review.

Make the following entry in the Vessel File Operating Details (VFOD): This vessel has been inspected and certificated in accordance with the terms and conditions specified in the U.S. Coast Guard's ABS Based Alternate Compliance Program. Date of enrollment: (ddmmmyr).

The Commandant has determined that the data captured in the ABS Vessel Survey Status report is equivalent to that provided in an MSIS MIPIP. Therefore, in lieu of entering information in all of the various MIPIP fields, it will be sufficient to make the following entry in the VFOD: "Consult ABS Vessel Survey Status Report, ID NO. _____, dated _____ for information on survey due dates, OSRs, statutory deficiencies and related administrative information.

NOTE: Cognizant OCMI's must update the Vessel File Licenses and Documents (VFLD) field to indicate the status of certificates not issued by the ABS, i.e., COFR, FCC certificates, etc.

Inspections for Renewal of a COI (In-service Inspection)

A renewal inspection is an inspection for certification on a vessel which already has a valid COI. The term renewal inspection includes a vessel's first inspection for certification under the CG/ABS/ACP when the vessel has been previously operating under the authority of a COI issued under the conventional Coast Guard inspection process.

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ADMINISTRATIVE REVIEW OF ABS ACTIVITIES. Refer to the discussion under Initial Inspection for Certification for guidance on this subject. Obtain and review as much documentation as deemed necessary to make an informed determination that the participating vessel's equipment, components and systems have been examined and comply with applicable standards.

Conduct a final administrative review of the ABS' documentation after the ABS has completed all of the tasks for which it has responsibility.

BOARDING THE VESSEL. Refer to the discussion under Initial Inspection for Certification for guidance on this subject. Conduct the boarding as described in that section.

RECORD KEEPING REQUIREMENTS. Refer to the discussion under Initial Inspection for Certification for guidance on this subject. Maintain records as described in that section.

ISSUING THE COI AND MSIS DATA ENTRY. Refer to the discussion under Initial Inspection for Certification for guidance on this subject. Issue the COI and enter MSIS data as described in that section.

PERIODIC RE-EXAMINATION

NOTIFICATION. Notify the participating vessel's owner or operator not less than 30 days prior to the time the vessel first becomes due for periodic re-examination (i.e., annually within 60 days before the anniversary of its inspection for certification). Advise the owner or operator that if they do not request a specific date/time, the vessel will be boarded at the convenience of the Coast Guard. Notify the local ABS Surveyor-in-charge of the date, time and location of the re-examination.

Open an MSIS case once a date for the re-examination has been determined.

ADMINISTRATIVE REVIEW. Obtain and review as much documentation as necessary to make an informed determination that the participating vessel's equipment, components and systems have been examined and comply with applicable standards.

BOARDING THE VESSEL. Upon finding that the documentation reveals that all appropriate activities have been performed, board the vessel. These boardings are to be conducted in a manner and scope comparable to a foreign vessel examination on a similar type vessel. Verify the validity of the ABS documentation, check the vessel's paperwork, and determine if the vessel has been adequately maintained since the last Coast Guard visit. Deficiencies discovered in the course of the boarding shall be handled as described in the following section, "Administrative Actions Affecting Certification."

Owners or operators of participating vessels which operate in foreign locations not easily accessible to Coast Guard marine safety personnel, and are not required by law to undergo an annual examination, may request the cognizant OCMI to defer the annual Coast Guard boarding to a mutually convenient time and place. In such cases, the vessel's owner or operator must attest in writing to the cognizant OCMI that the vessel is in compliance with all applicable laws and regulations, and have the ABS verify that the vessel is in compliance with those items which have been delegated to it under the CG/ABS/ACP.

Cognizant OCMI's are authorized to defer such annual re-examinations to a mutually acceptable place and time if they are satisfied with the attestation and the ABS verification. Notify the local Surveyor-in-charge and the Program Coordinator if the re-examination has been deferred, and indicate the new time and place.

RECORD KEEPING REQUIREMENTS. Refer to the discussion under Initial Inspection for Certification for guidance on this subject. Maintain records as described in that section.

OTHER VESSEL EXAMINATIONS

SPECIAL PURPOSE INSPECTIONS. OCMI's shall process requests for drydock interval extensions, Permits to Proceed, Load Line exemptions, Excursion Permits, or Changes of Employment in accordance with existing policies and procedures. Requests for underwater examinations in lieu of drydock shall be processed as discussed in reference (a).

DAMAGE SURVEYS AND CASUALTY INVESTIGATIONS. Nothing in this Instruction shall be interpreted as limiting or restricting the authority of the Coast Guard to exercise the control over vessels provided for in existing laws and regulations.

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As noted in reference (a), participation in the CG/ABS/ACP does not relieve vessel owners, agents, masters, operators or persons in charge of their duty and responsibility to notify the Coast Guard of reportable marine casualties. The Coast Guard will conduct marine casualty investigations as provided by federal law.

Following any marine casualty, participating vessel owners may have the ABS assess the material condition of the affected vessel and recommend specific temporary and permanent repairs. In the absence of any compelling reasons to the contrary, OCMIs should accept the ABS' repair recommendations and related administrative actions in non-reportable marine casualties.

In cases involving reportable marine casualties, local OCMIs are encouraged to consult with the ABS, and may take into account the ABS' repair recommendations. However, the local OCMI retains ultimate authority to review and approve temporary repair proposals in cases where damage to the vessel involves, or is likely to result in, a pollution incident or poses a hazard to the safety of a U.S. navigable waterway. OCMIs who require temporary repair measures which differ from those proposed by the ABS shall so inform the local Surveyor-in-charge. Where appropriate, owners or operators may be issued CG-835s to effect these temporary repair measures.

Generally, in the absence of any compelling reasons to the contrary, OCMIs should accept the ABS' recommendations for permanent repairs when the vessel no longer poses an immediate pollution or safety threat to U.S. navigable waterways.

Following any marine casualty involving a participating vessel, the OCMI shall determine whether or not any non-routine program oversight is warranted. OCMIs are directed to the "Material Condition Deficiency" section in enclosure (1) to reference (c) for further guidance on this process.

DRYDOCK SURVEY, NEW CONSTRUCTION AND MAJOR MODIFICATIONS.

The Coast Guard's involvement in drydock surveys, new construction or major modification of participating vessels is considered an oversight activity and will be performed as described in reference (c).

CRITICAL AREA INSPECTION PLANS (CAIPs). Commandant (G-MVI) retains authority to enroll and monitor vessels in CAIPs programs. Vessels participating in the CG/ABS/ACP are not relieved of their CAIP requirements.

ADMINISTRATIVE ACTIONS AFFECTING CERTIFICATION

MATERIAL CONDITION DEFICIENCIES. Under the CG/ABS/ACP, inspection of the material condition of participating vessels is delegated to the ABS. Material condition deficiencies are classified as major or minor. Material condition deficiencies detected by Coast Guard personnel, whether during CG/ABS/ACP boardings, casualty investigations, oversight activities, or any other Coast Guard activity involving a participating vessel shall be reported to the ABS as outlined below. The ABS Surveyor-in-charge shall be notified prior to any action against the vessel's COI, or any action against the vessel's owners or operators, based on the vessel's material condition.

The ABS surveyors will issue Outstanding Recommendations for Class (OSRs) for deficiencies related to classification requirements, and Statutory Deficiencies for discrepancies pertaining to requirements in international codes or conventions and requirements in reference (d). The ABS surveyors will determine the method of correction and amount of time allowed to comply with OSRs and to correct statutory deficiencies.

OCMIs shall accept the terms and conditions of the ABS OSRs and statutory deficiencies unless they conflict with applicable U.S. law, or present a direct and immediate threat to the vessel's crew, the safety of navigation or the marine environment.

The status of OSRs and Statutory Deficiencies will be included in the vessel documentation which the ABS will provide the Coast Guard as part of the CG/ABS/ACP.

Cognizant OCMIs may deny or revoke a COI to a participating vessel for non-compliance with the terms of duly issued OSRs or failure to correct Statutory Deficiencies, insofar as these actions are considered a failure to operate the vessel in accordance with the terms and conditions of its certificate. A civil penalty action may also be initiated if the vessel is operated without a valid COI.

The ABS Surveyor-in-charge shall be notified anytime non-compliance with an OSR or Statutory Deficiency is detected.

Major Material Condition Deficiencies. Any deficiency which poses a direct and immediate threat to the vessel's crew, the safety of navigation or the marine environment is considered a major material condition deficiency. Major material condition deficiencies are those which, if discovered on a foreign flag vessel, would justify a Port State Control intervention.

Enclosure (1) to COMDTINST 16711.18

Upon detection of a major material condition deficiency, the OCMIs shall promptly contact the vessel's owner or operator and the ABS Surveyor-in-charge and inform them of the specific nature of the deficiency and ascertain their proposed corrective action. When an OCMIs believes an ABS OSR or a requirement to correct a statutory deficiency is insufficient to adequately ensure the safety of the port, the vessel's crew or passengers, or the marine environment, he or she may issue a marine inspection requirement (CG-835) to correct that deficiency. CG-835s so issued shall indicate that the item must be completed to the satisfaction of the ABS. Cognizant OCMIs may deny or revoke a participating vessel's COI for noncompliance with the terms and conditions of duly issued CG-835s, as is provided in existing policies. Civil penalty action may also be initiated for noncompliance as is provided in existing policies.

Minor Material Condition Deficiencies. Minor material condition deficiencies are those material condition deficiencies of a system or equipment inspected by the ABS which are not serious enough to be considered major deficiencies. OCMIs who detect minor material condition deficiencies shall report them in writing to the local ABS Surveyor-in-charge not later than one week after the completion of the inspection. The ABS will pursue resolution of minor material condition deficiencies through its own processes, without Coast Guard involvement.

Material Condition Deficiency Documentation. If necessary, major material condition deficiencies may be recorded as CG-835s as described above. Such requirements will be entered into MSIS and tracked in the same manner as conventional CG-835 requirements. Any time a CG-835 is issued for a material condition deficiency, a copy shall be forwarded to the local ABS Surveyor-in-charge. Requirements to correct deficiencies which are not issued as a CG-835 need not be specifically tracked for correction by the Coast Guard.

However, all material condition deficiencies noted in the course of Coast Guard activities on a participating vessel must be documented in the CG/ABS/ACP Record of Inspection. This deficiency data will be used during program audits conducted by the Program Coordinator. Inadequate deficiency follow up on the part of the ABS can be detected by these audits.

Oversight Initiated Due to Material Condition Deficiencies. Material condition deficiencies, major or minor, may trigger oversight activities. Refer to "Material Condition Deficiencies," in enclosure (1) to reference (c) for guidance on when and how deficiencies may result in non-routine oversight actions.

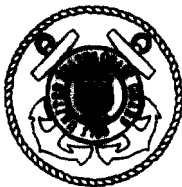
Non-Delegated Item Deficiencies. OCMIs may issue CG-835 requirements for the correction of any deficiencies related to inadequate crew proficiency or any other deficiencies of non-delegated inspection items. These CG-835 requirements will be entered into MSIS in accordance with existing procedures. Owners and operators must clear these CG-835s with an OCMI. Cognizant OCMIs may deny or revoke a participating vessel's COI for non-compliance with the terms and conditions of duly issued CG-835s, as is provided in existing policies. Civil penalty action may also be initiated as is provided in existing policies.

APPEALS AND INTERPRETATIONS. Cognizant OCMIs shall advise participating vessel owners and operators to follow the procedures provided in enclosure (3) to reference (a).

Coast Guard personnel who question the validity of any ABS activities or administrative matters pertaining to the execution of the CG/ABS/ACP, shall seek resolution with the ABS at the lowest level practicable, and elevate only as needed, (i.e., attending inspector/attending surveyor, ACP Officer/lead surveyor, cognizant OCMI, District(m), Program Coordinator/Surveyor-in-charge, Commandant/Survey Manager, etc.)

III. DUTIES AND RESPONSIBILITIES OF THE PROGRAM COORDINATOR

The Program Coordinator will review CG/ABS/ACP Records of Inspection to gather information concerning the overall functioning of the program. The Program Coordinator may use information on the overall functioning of the program reported by OCMIs, and deficiency data, to schedule oversight activities. Refer to "Duties and Responsibilities of the Program Coordinator," in enclosure (1) to reference (c) for further guidance.



UNITED STATES COAST GUARD
American Bureau Of Shipping Based
Alternate Compliance Program
RECORD OF INSPECTION

Date Completed _____

- ☐ Inspection For Certification ☐ Initial ☐ Reissue
☐ Reinspection
☐ Other _____

Vessel Name	
Official Number	
ABS ID	
Marine Inspection Requirements Issued	<input type="checkbox"/> yes <input type="checkbox"/> no
Non-Routine Audit Recommended	<input type="checkbox"/> yes <input type="checkbox"/> no

I. ADMINISTRATIVE REVIEW: The ABS Vessel Status Report dated _____ has been examined in preparation for this boarding and the following surveys noted:

Class Surveys:	Date Due	Date Range	Date Rev'd	Reviewer	SAT	UNSAT	N/A
<input type="checkbox"/> Vessel Survey Status Report	_____	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Annual Survey of Hull	_____	+/- 3mos	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Annual Survey of Hull (US Supp)	_____	+/- 3mos	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Special Hull Survey	_____	60mos	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Intermediate Survey	_____	+/- 9mos	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Dry docking Survey	_____	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Drydocking Survey (US Supp)	_____	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> UNWILD	_____	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Annual Survey of Machinery	_____	+/- 3mos	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Annual Survey of Machinery (US Supp)	_____	+/- 3mos	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Special Machinery Survey	_____	60mos	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Special Machinery Survey (US Supp)	_____	60mos	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Boiler Survey	_____	30mos	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Boiler Survey (US Supp)	_____	30mos	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Tailshaft Survey	_____	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Enhanced Tanker/Bulker Survey	_____	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Annual IGS Survey	_____	+/- 3mos	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Special IGS Survey	_____	60mos	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Annual Refrigeration Survey	_____	+/- 3mos	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Special Refrigeration Survey	_____	60mos	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Annual Automation Survey	_____	+/- 3mos	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Annual Automation Survey (US Supp)	_____	+/- 3mos	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Special Survey Automation	_____	60mos	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other Surveys:							
<input type="checkbox"/> Cargo Gear (Annual)	_____	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Cargo Gear (Retesting)	_____	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Initial/Renew. SOLAS CSSR Cert (SLR)	_____	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Annual SOLAS CSSR Cert (SLR)	_____	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Statutory Surveys:							
<input type="checkbox"/> Initial/Renew. SOLAS CSSE Cert (SLE)	_____	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Initial/Renew. SOLAS CSSE Cert (US Supp, SLE)	_____	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Annual SOLAS CSSC Cert (SLE)	_____	+/- 3mos	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Annual SOLAS CSSE Cert (US Supp, SLE)	_____	+/- 3mos	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Initial/Renew SOLAS CSSE Cert (SLC)	_____	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Intermediate Survey, SOLAS CSSC Cert (SLC)	_____	24-36mos	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Annual SOLAS CSSE Cert (SLC)	_____	+/- 3mos	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Initial/Renew MARPOL	_____	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Annual MARPOL	_____	+/- 3mos	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Intermediate MARPOL	_____	24-36mos	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Renewal Loadline	_____	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Annual Loadline	_____	+/- 3mos	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Other _____	_____	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Reports, Documents, and Comments may be Entered on Page 4

Vessel Name
Official Number

Alternate Compliance Program RECORD OF INSPECTION

ABS ID
Date Completed

II. VESSEL BOARDING: Date _____ Location _____

A. Vessel Documents **

	Certificate #	Date Issued	Date Expires	Date Endorsed
<input type="checkbox"/> Certificate of Documentation	_____	_____	_____	_____
<input type="checkbox"/> Cargo Ship Safety Equipment Cert	_____	_____	_____	_____
<input type="checkbox"/> CSSE Record of Equipment	_____	_____	_____	_____
<input type="checkbox"/> Cargo Ship Safety Construction Cert	_____	_____	_____	_____
<input type="checkbox"/> Passenger Ship Safety Equipment Cert	_____	_____	_____	_____
<input type="checkbox"/> PSSE Record of Equipment	_____	_____	_____	_____
<input type="checkbox"/> Passenger Ship Safety Construction Cert	_____	_____	_____	_____
<input type="checkbox"/> IOPP	_____	_____	_____	_____
<input type="checkbox"/> Form A	_____	_____	_____	_____
<input type="checkbox"/> Form B	_____	_____	_____	_____
<input type="checkbox"/> Tonnage Certificate	_____	_____	_____	_____
<input type="checkbox"/> U.S. Tonnage Certificate	_____	_____	_____	_____
<input type="checkbox"/> Int'l Tonnage Certificate 1969	_____	_____	_____	_____
<input type="checkbox"/> COFR	_____	_____	_____	_____
<input type="checkbox"/> Loadline	_____	_____	_____	_____
<input type="checkbox"/> Classification	_____	_____	_____	_____
<input type="checkbox"/> Hull	_____	_____	_____	_____
<input type="checkbox"/> Machinery	_____	_____	_____	_____
<input type="checkbox"/> Automation	_____	_____	_____	_____
<input type="checkbox"/> Other _____	_____	_____	_____	_____

** Complete only when information differs from MSIS data

B. Personnel Licenses/Documents

	Date Performed	SAT	UNSAT	N/A
<input type="checkbox"/> Deck Officers	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Deck Ratings	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Engineering Officers	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Engineering Ratings	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Radio Officer	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Cargo	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Tankermen	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Certificates of Competency	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

C. Examination of Vessel Logs/Records

	Date Performed	SAT	UNSAT	N/A
<input type="checkbox"/> Fire and Boat Drills	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Steering Gear, Whistle, Communication	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Drafts and Loading Marks	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Compliance with Stability Req's	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Hatches and Other Openings	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Loading Doors	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Line Throwing Appliances	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Emergency Lighting and Power Sys	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Electrical Lifeboat Winches	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Fuel Oil Data	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Cargo Gear Inspections	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Inflatable Hopper Gate Seals (Great Lakes)	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> EPIRB Tests	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Radio Log	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Oil Record Book	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Pollution Response Drills	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Other _____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Other _____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Other _____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Vessel Name _____
Official Number _____

Alternate Compliance Program
RECORD OF INSPECTION

ABS ID _____
Date Completed _____

D. Human Factors: Appropriate Personnel Competent in the Following Items:

- | | | | |
|---|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> Maintenance of Lifesaving Equipment per Training Manual | SAT | UNSAT | N/A |
| <input type="checkbox"/> Use of Lifesaving Equipment | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> Use of Available Navigation Equipment | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> Maintenance of Current Charts and Publications | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> Maintenance of Firefighting Equipment and Systems | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> Use of Firefighting Equipment and Systems | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> Fire Suppression and Control Techniques (Fire Control Plans) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|
 | | | |
| <input type="checkbox"/> Maintenance of Pollution Prevention Equipment | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> Use of Pollution Prevention Equipment | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> Pollution Control Response Procedures (Cargo and Fuel) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> Emergency Response Plan | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> Cargo Handling, Stowage, and Vessel Stability | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> Inert Gas System | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> Handling and Stowage of Flammable, Combustible, and Hazardous Ships Stores | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|
 | | | |
| <input type="checkbox"/> Maintenance of Vital Machinery and Systems | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> Manual Operation of Vital Automated Systems | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> Propulsion | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> Electrical Power | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> Cargo Control | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> Other _____ | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|
 | | | |
| <input type="checkbox"/> Maintenance of Steering Gear | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> Set-up and Control of Emergency Steering System | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|
 | | | |
| <input type="checkbox"/> Safe Work Practices (ie. confined space entry, protective equipment, use of tools) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> CPR and Emergency First Aid Procedures | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|
 | | | |
| <input type="checkbox"/> Routine Vessel Operations | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> Navigation Watchkeeping in Port/At Sea | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> Machinery Watchkeeping in Port/At Sea | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> Anchoring | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> Mooring | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> Fueling | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> Embarkation, Debarkation of Pilot | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> Ballasting | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> Inert Gas System | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> Critical Area Inspection | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Describe Drills and Exercises or Activities Performed to Ascertain Crew Competency (Use extra sheet if necessary)

III. Observations Concerning Overall Functioning of Program (Describe findings relevant to assessing operation of ACP e.g. major/minor deficiencies detected, recommendations for non-routine oversight, etc.) (Use extra sheet if necessary)

IV. Completed Inspection for Certification/Reinspection/Other _____ ** this Date. Vessel is fit for Route and Service

(** Delete as appropriate) Issue Temporary COI # _____ Date _____

Marine Inspector _____

Date _____

Page 3 of 4

Approved By _____

Date _____